



L.E.N.S.

6051 Harrison St.
Mentor, OH 44060

Monthly publication of the
Lake Erie N Scale Society

PLACE
STAMP
HERE

N-TRAK
N SCALE MODULAR RAILROADING

November, 2003

First Class Mail

Welcome!

LENS is a group of people with a common interest in modeling N scale railroads using the "NTRAK" modular concept.

Any time we meet and/or display our work and promote this hobby, we would love to have you join us.

This means that ALL of us have chances to participate in the hobby by helping with any or all of the following:

- Setting up/tearing down**
- Running trains**
- Sharing your knowledge**
- Learning something new**
- Answering questions**
- Hosting a meeting**

Notice that NONE of the above requires a module. We need your help... so bring yourself, your enthusiasm, your interest and your trains.

Thanks in advance for helping! Hopefully, we will continue to see you at the meetings and display events.

Come and join in the fun!

The Lake Erie N Scale Society newsletter is published monthly for the sole use of its members by a crew of volunteers.

Opinions published here are solely those of the editor and/or the members of the Lake Erie N Scale Society.

This publication is intended to be a monthly newsletter describing the business, events and the common interest in N scale model railroading enjoyed by the members of the Lake Erie N Scale Society.

www.geocities.com/lensohio/

For information or questions regarding our Society, you may contact Dennis Lloyd at 440-352-7081 - or - (dlloyd@apk.net)

Meetings normally start at 8:00 p.m., the fourth Friday of each month.

Lake Erie N Scale Society

November, 2003

UPRR is now our nation's largest rail corporation, having swallowed up such other companies as SP, the M-K-T, C&NW, and several others. Apparently, though, Dick Davidson, CEO. is not content merely to control the big trains, for he's also making a grab for the model trains. Dick has incurred the wrath of everyone from model-train makers to the hobbyists and kids who buy the models.

UPRR has suddenly demanded that model-train makers pay it a royalty on all sales of trains that bear not only its logo, but also the logos of any of the former railroads that it has absorbed. As the outraged editor of Mainline Modeler magazine put it: "The UPRR has interposed itself into the model railroad industry, demanding a percentage of revenues . . . without any investment whatsoever. It's simply a method of skimming a profit without providing a service. It is an outstanding example of greed."

Over the years, railroads, including UPRR, have been delighted to be the subjects of model trains, seeing it as a form of flattery, free promotion, and goodwill. For it now to threaten and demand loot from these small modeling companies is an act of PR suicide.

Train buffs are fighting back. Among other actions, they're organizing UPRR stockholders and buying stock so they can go to next spring's shareholder meeting to protest. Dick stupidly is buying a trainload of ill will by trying to collect this pittance in royalties.

Last Month's Meeting

October's meeting was held at Warren and Julie Lindner's new "station".

At the meeting we discussed several topics including the upcoming fall and winter layout schedule. We must make final plans for who will be included at the next couple of events (especially the December setup and it's schedule). Make sure you sign up at the Burton setup so all of the time slots are covered. Call Dennis if you want to bring your module. We also edited the mailing list to remove people that we have not seen for several months (and have not contacted us in any way).

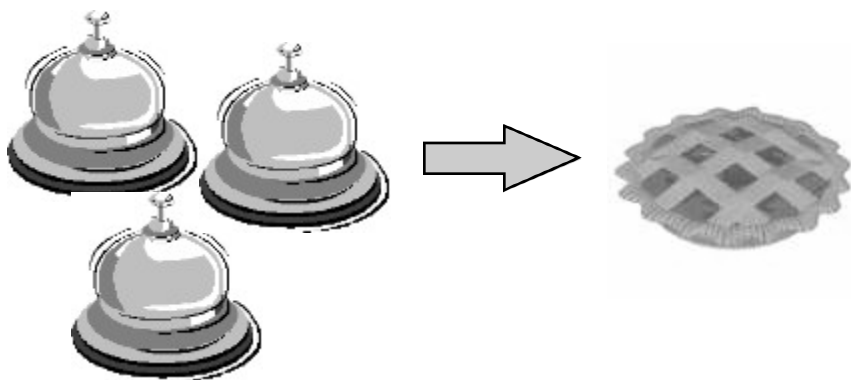
Warren demonstrated how to correct the truck spacing, and ride height faults built into the Con-Cor Auto Rack, using an Alan Curtis kit. By using a saw, he was able to remove the entire bottom of the car. It was replaced by the kit,



which added weight to the bottom, moved the trucks and elongated the drawbars.

We had an excellent turnout including some new faces and guests from BURNS. We had almost 20 attendees even though some regulars were not present!

This Month's Meeting



On — Off — On again!

The pictures above should be enough for you “old timers” in the group. However, for the newer members...

We **are** going to have a display set up in the library in Burton, OH. The tradition is that we set up the layout in the library, followed by eating pie at Belle's Restaurant on the square. Even though we reported the set up was cancelled, things changed and we have agreed to display our layout during the Thanksgiving weekend.

Setup will be on Friday (11/28) from 1:00 p.m. to 1:15 p.m., followed by pie from 1:16 p.m. to 5:00 p.m. (or something like that). Running will be on Saturday (9:00 a.m. to 5:00 p.m.) & Sunday (1:00 p.m. to 5:00 p.m.), with tear down to follow.

This venue is usually a relaxed one where we have a chance to socialize with each other and run lots of trains.

Learning From Prototype

Articulated [Mallet]

A Mallet locomotive. A *simple articulated* is a mallet which had a large enough boiler to supply all four cylinders with high pressure steam direct from the boiler. A *compound mallet* is a mallet which had a boiler too small to supply high pressure steam to all four cylinders at once, and used steam twice, once to the rear high pressure cylinders and the "partially used" steam would then supply the front cylinders. The best known example of a compound mallet is the N&W Y6b mallet, which "shifted" to compound operation at higher speed. Some well known simple articulated's are the UP BIG Boy, the UP Challenger, the N&W Class A, the B&O EM-1 type, and the SP AC class.

Date Nail

A small nail used by railroads from late 1800's to present used to mark the year a tie was placed in roadbed. Nails are distinctive in that each has the last two digits of placement year stamped in head. Usually found within six inches of tie end, but some are located mid tie to allow easier inspection. Rarer nails value in 100's of dollar range to collectors

Hospital Train

A train consisting of damaged or wrecked rail cars being transported to a repair point on their wheels. Some cars have no operating brakes or intact train line. Many times a long flexible hose is used to transmit brake pipe pressure around cars with damaged train lines. Such a train must

have a car on the rear with an operating brake controlled via the hose. "Hospital Trains" are also restricted to speed as well.

Interchange Point

The point at which two or more railroads join. Traffic is passed from one road to another at interchange points.

Interlocking

An arrangement of signal appliances so interconnected that their movements must succeed each other in proper sequence. It may be operated manually or automatically.

Interlocking Limits

The tracks between the outer opposing absolute signals of an interlocking.

Interlocking Signals

The fixed signals of an interlocking, governing trains using interlocking limits.

Mud Ring

The lower part of the boiler of a steam locomotive directly in front of the firebox, where boiler scale and sediment settled as the engine operated. A removable plug was located at the bottom of the boiler in this area, and this plug was removed during the monthly boiler wash to flush this contamination from the boiler.

Skipper - The conductor

Our "Annual Swap Meet", is now available at every meeting!

If you have surplus engines, buildings, rolling stock, modules, etc., bring them to any of the meetings to offer great deals to your fellow members.

Next Month's Meeting



December is another month that we don't have a regularly scheduled monthly meeting. This is due to the holidays and the very busy schedule of operating times (see the table in the Layout Planner).

We have been invited once again to set up our display to be a part of the Country Lights event at the Farmpark in Chardon, Ohio.

This has typically been one of the toughest venues that we serve. There are “tons” of people, that come in waves (after the hayrides empty out). Although many of the visitors appreciate the layout for what it is, others are there for the other events at the park. This makes for a difficult time—lots of little fingers, and parents that aren't watching all of the time.

We also have to make sure we have enough people scheduled from our group, to have a full compliment of trains running during the scheduled times, for ten (10) straight days!

Try to set aside some time to join us (and run trains) at the Farmpark. This display requires all the help we can muster!

Layout Planner

Venue	Burton Library				
Set up	Friday	11/28/03	1:00	to	Pie
Oper.	Saturday	11/29/03	9:00	to	5:00
	Sunday	11/30/03	1:00	to	5:00

Venue	Farm Park				
Set up	Sunday	12/14/03	1:00	to	4:00
Oper.	Sunday	12/14/03	5:00	to	9:00
	Monday	12/15/03	5:00	to	9:00
	Tuesday	12/16/03	5:00	to	9:00
	Wednesday	12/17/03	5:00	to	9:00
	Thursday	12/18/03	5:00	to	9:00
	Friday	12/19/03	5:00	to	9:00
	Saturday	12/20/03	5:00	to	9:00
	Sunday	12/21/03	5:00	to	9:00
	Monday	12/22/03	5:00	to	9:00
	Tuesday	12/23/03	5:00	to	9:00

Venue	Wickliffe Library				
Set up	Friday	2/13/04	6:00	to	9:00
Oper.	Saturday	2/14/04	9:00	to	5:00
	Sunday	2/15/03	1:00	to	5:00

“web.page”

David G. Casdorff is a well-known name to those of us who search the railroad press in search of information on contemporary railroad rolling stock.

He has published an irregularly scheduled periodical called the Freight Car Journal. The issues were usually small and pricey, due to the low quantities and high quality photograph reproduction.

Several years ago he switched to a CD format, usually at an introductory price of \$5.00, \$10.00 thereafter. (Note: I have a duplicate of “Intermodal Transport History & Technology” available for \$5.)

Now he has two web sites, where the only cost of obtaining these publications is your time and computer space or paper/ink supply.

One is www.intermodaltransport.com which covers Intermodal Transport History & Technology.

The other is www.dgcasdorff.com which includes “Freight Car News and Notes”, “Freight Cars Today”, and “Freight Car Journal.” The latest Freight Car Journals available are:

FCJ 079. *1999 GERSCO Review. CNCF 5000 Cubic-foot Box Cars.*

FCJ 080. *High-Cube Plastics Cars.*

FCJ 081. *Pullman's Tank Cars Part 1. Box Cars 1883-1999.*

FCJ 082. *Pullman's Tank Cars Part 2. Exxon USA Tank Car Roster.*

It is advisable to check back from time to time, as new issues are added and older issues may be eliminated.

- Dennis Lloyd



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“F.R.E.D.”



See you at the next station!

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